

The National *Falcon* News



Robert Johnson
Fairview Heights, Illinois

1964 Falcon Futura Convertible



MAY 2004

This photo of Robert Johnson's 1964 Futura convertible was forwarded to the Editor by Ruby Throgmorton, Corresponding Secretary.

Robert lives in Fairview Heights, Illinois and must have sent along the photo with his dues or other correspondence handled by Ruby. We didn't get any more information about the car or its lovely setting, maybe we can catch up with Robert at this year's National Meet in Kansas City and have him describe the details.

Back to Ruby—She does a tremendous amount of work for the FCA, she manages all the correspondence, which is HUGE, along with forwarding misdirected photos, stories and ads to the Editor. She also updates the membership database monthly so all old and new members can continue receiving their newsletters and dues notices!

Most of what she does is behind the scenes, so the average FCA member may not realize how much we depend on her. She certainly deserves our appreciation and thanks. Ruby has been involved with the Falcon Club since its very beginning 25 years ago, so when you see her at the National Convention in Kansas City, make a point to say hello and THANKS, RUBY. We love ya'!

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**Is Your Address Changing?
Need to renew your membership?
Not receiving your newsletter?**

Please address all membership concerns and questions to Ruby Throgmorton, Corresponding Secretary. Find her address in every issue of the Falcon National News or email: RubyRTFCA@aol.com. Please DO NOT send address changes to the Editor.

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Web Site

www.falconclub.com

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25.00 (\$30.00, payable in U.S. funds outside the United States) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The **Falcon National News** is published monthly with information from its members. **All copy and advertising for The Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: WCrosby63@earthlink.net

NOTE: The club will send a notice to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club. See renewal date on mailing label.



Regularly Scheduled Chapter Meetings

Alamo Chapter
San Antonio, TX
2nd Sun - monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Blue Ridge Chapter
South Carolina
3rd Sun - monthly
Greer, SC
(864) 879-1060

Capital City Chapter
Austin, TX
3rd Sat. - monthly 5 PM
(512) 832-0544

Carolinas Chapter
Charlotte, NC
1st Mon - 7 PM
Golden Corral
Concord, NC
(704) 933-4972

Central California
Falcons
Bakersfield, CA
1st Tuesday 7:00 PM
Sizzler's at the Ice
House, Fresno, CA, 3rd
Thursday at Bob's Big
Boy on Blackstone.
(661) 588-9468 or
(559) 298-4844

Early Falcon Car Club
of Victoria, Inc.
Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter
Arkansas
2nd Sat - monthly
(501) 605-1370

Gateway Chapter
St. Louis, MO
4th Sun - monthly
(636) 946-6047

Golden Gate Chapter
San Francisco, CA
2nd Sat. - Odd Months
(408) 293-5848

Great Lakes Chapter
Michigan
3rd Sun - bimonthly
(517) 849-7156

Hoosier Chapter
Indiana
1st Sun - monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter
Mt. Pleasant, TX
3rd Sun - monthly
(903) 572-9593

Lost Coast Falcons
Eureka, CA
1st Wed. - 7 PM
Round Table Pizza
Henderson Center
Eureka, CA
(707) 444-8407

Mid America Chapter
Kansas City
1st Fri - monthly
(660) 679-5636

Mile Hi Chapter
Denver, CO
3rd Fri - monthly
(303) 857-9360

NE Texas Chapter
Gladewater, TX
2nd Sat - monthly
(903) 759-6850

Northland Falcons
Minnesota
2nd Sat. odd months
(763) 420-3050

River City Chapter
Sacramento, CA
2nd Tue - monthly
(916) 725-4110

Sonoma County
Santa Rosa, CA
1st Thur - monthly
(707) 539-2860

Southeast Chapter
Georgia
1st Sun - monthly
(770) 887-6268

Space City Chapter
Houston, TX
2nd Tue - monthly
(281) 920-0145

Virginia Falcons
Richmond, VA
2nd Sat. even months
(804) 226-4791

Wheat State Chapter
Wichita, KS
1st Sat. even months
(316) 838-7487

**STARTING A
NEW CHAPTER?**
Contact Mary Wagner,
Chapter Coordinator.

President's Message

Going to Kansas City? Not if I don't get moving!

Don't put off until tomorrow what you can do today! Do you ever have those days, weeks, months, or even years where you just can't get things moved to the "DONE" pile? We normally have some excuse...we're busy doing something else, or it's rainy or cold, or perhaps a friend has stopped over with an more appealing task? Or, maybe it's a plain case of the "lazys." Nonetheless, our DONE pile is not growing.

When it comes to my Falcon, it normally takes me seeing a nice car in the FCA newsletter, pictures of Falcons and Falcon events, going to a local show or cruise, or having someone from the local chapter offering a helping hand. Breaking a task into smaller pieces sometimes helps. I try to remember "inch by inch everything is a cinch, by the yard, it is hard".

My point...I want to see as many Falcons at this year's Nationals (our Silver Anniversary) as we have had at any of the Nationals within the last two decades. So, let's get in gear and get those "to do's" DONE!

Kansas City, here we come,

Steve & Carol

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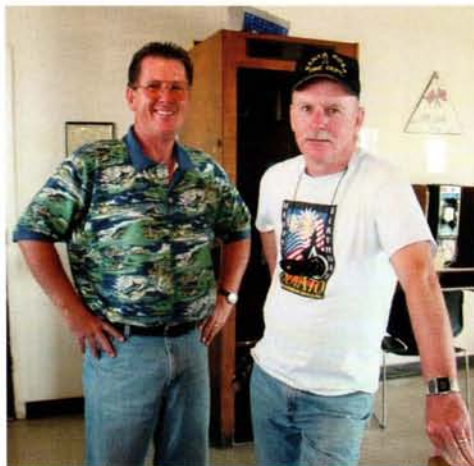
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Lonely Falcons and Fun Fords

Story and photos by Ted Boothroyd

Early in June a few years back, I had to take a business/vacation trip to Tulsa, Oklahoma. The vacation part was a train trip from California to Grand Junction, Colorado. Once there, I would drop off my wife to visit with my sister for a few days, and pick up my brother-in-law, Vern (he's the one smiling). Vern and I packed our golf clubs into a rental car, and tried to play nine holes a day as we trekked east to Tulsa. I had some meetings to attend in Tulsa while Vern golfed his butt off without me.

But even more fun than the company (sorry, Vern) and the golfing, was spotting Falcons along the way. Vern does not own a Falcon but he can spot one as easily as the FCA Prez. He spotted the first lonely Falcon as I was zipping through Stillwater, OK. We spun a 180 on State Highway 51, and pulled over to an old abandoned gas station where a 1963 Futura convertible was on display. It was parked out in the open for all to see, but did not have a for sale sign on it. There was no one around to talk to us about it either. It was in pretty rough shape, but I know folks who could make it pretty. Sorry, my camera was packed away somewhere



and didn't get a shot of it. It was the only "round body" we saw on the trip.

Along the way, we saw the usual amount of Falcons that one might see being driven by other members of the feathered community. But the focus of this particular excursion ended up finding and photographing the loneliest Falcons; the ones that sit still and pose, hoping to find a new home.

In Delta, Colorado we passed a car dealer who sold only old junkers. 1940's, 50's and 60's vintage automobiles that need to be restored or spruced up. I thought I saw a Falcon silhouette back in the shadows so we spun another 180 and found a 1965 Comet four door. Actually it was pretty nice, if it ran. But once again, no one was around to talk to us. This was a car dealer in the middle of a weekday, but they were closed. The Comet had a 260 V-8 appearing to be a factory installation, but the tranny was a converted 3 speed on the floor. Surprising to me, the body was very straight →



These Falcons are just a few of those spotted by Ted and Vern on their excellent adventure—continued on page 10.

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Classified Advertising

Falcons For Sale

1960 Falcon 2 door sedan. New Skymist Blue paint. Runs and looks great. 42,000 original miles. Must sell. \$3,150 OBO. Call John at 315-797-0944 or jlpl48@hotmail.com. Utica, NY.

1961 Falcon 2 door sedan. Very little rust, excellent interior, 250 six, with cam and headers. Included with car is 289 that needs to be gone through. \$1800.OBO. Call Ken after 6pm at 413-734-2755. MA.

1961 Falcon Sedan Delivery. Full Custom. Show condition. Ranger V-6 engine, automatic transmission. Exterior maroon with ghost flames and Falcon mural on side panels. All new tweed and vinyl interior. 4 new tires. CD player, shaved door handles. \$10,000. Jimmy, at 609/597-2650 or canary36@comcast.net. NJ.

1962 Falcon 4 door sedan, 144 c.i., 6 cyl., 2 speed transmission. Near perfect interior. 95% original, 94,000 miles. New brake system, new tires. Many spare parts, all go with car. \$3000. Norm Surface, 765-866-0671. Crawfordsville, IN.

Include a photo when selling your Falcon—for only \$20. See Advertising Guidelines below for details.

1962 Sedan Delivery. Runs, needs restoration. Lots of new parts, spare used parts. \$3500. Jerry Boganowski, 402-573-5206 or jncbog@aol.com. Omaha, NE.

1962 Falcon 4 door Country Squire Wagon. Excellent original condition,

29,290 miles. 6 cyl, manual transmission. Raven Black exterior, black and white vinyl interior. Owner since 1983. \$8750. Have other Falcons available. Rich Heinrich, 609-977-5684 or rich_heinrich31@hotmail.com, NJ.

1962 Falcon Futura 2-door sedan. White with bucket seats, brown interior, console, padded dash, 170 6 cyl auto, 128,000 mi. Good restoration candidate. Asking \$2000. Contact Phil or Claudia Pitko at 269-665-4385 after 4 PM or 269-369-7217. MI

1962 Falcon Deluxe 2 door wagon. Roller motor, Heids Mustang II front end. Mallory electronic ignition, tube headers, electric fuel pump, aluminum intake, Holley 750. Ididit tilt column, C4 transmission, 8" rear end, new Flow Master exhaust, much more. \$12,500 OBO. Contact Butch at 336-475-4353. NC.

Did you mail your ad and include an email address? The email address **WILL NOT RUN** unless received by email. Time saved by not re-typing on this end is considerable! Thanks!

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby63@earthlink.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: ' 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10.00 ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20.00 per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to WCrosby63@earthlink.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**



1963 Ford Falcon Futura V6 270 motor. Excellent condition exterior and interior. Set of honeycomb rims with car. \$4000 OBO. Suzanne George, 816-721-3145 or suzanne_george@kc.rr.com. KC.

1963 Falcon Wagon; 4dr. deluxe trim, roof rack, 1965 "200", C-4 auto, two tone Ming green paint and white roof. Running after sitting for years. Valve job, many new or replaced parts; uncracked dash pad, beautiful door panels and headliner. Body needs work, but has potential. Can send pics and complete list of mechanical work. \$2000 OBO. Lenny Kellogg, Mile Hi FCA, 970-593-1964 or lenkellogg@juno.com. CO.

1963 Falcon Futura convertible. 6 cyl/2 speed automatic. Blue w/black top. Excellent condition. \$9500 negotiable. Contact Jim Kelley at 941-923-5671. Sarasota, FL.

1963 Falcon Futura 2DR HT, 170 6 Cyl, Auto. Second owner, 82,000 original miles. Car is complete and needs restoration. \$850 for car or may part out. Call with needs. Mike Miller, 717-533-1958. Palmyra PA.

1963 4 door deluxe wagon. White over blue. Unfinished project. Some body work done. Complete, original interior, trim, and glass. 120k on 170 automatic. Not running. Good title. Parts, spare engine and transmission. Delivery possible. Can e-mail pics. \$750. Gordon Rose. glrose@cablespeed.com or 410-787-7058. Baltimore, MD.

1963 Falcon Ranchero. Restored, detailed under carriage 6 cyl, automatic transmission. Rangoon Red exterior, black vinyl interior. Owner since 1983. \$7500. Have other Falcons available. Rich Heinrich, 609-977-5684 or rich_heinrich31@hotmail.com, NJ.

1963 Ranchero, needs paint. Shirley Miller, 610-367-9117. PA.

1963 Falcon Deluxe SW. 170, 3 spd. Some rust on floor and doors. Very nice interior. Needs a few small fixes and TLC. See Pictures at: <http://briefcase.yahoo.com/packerwjk> \$1500 William Keaton, 703-780-1484 or packerwjk@yahoo.com. VA.

1964 Falcon Futura Convertible. 302/C4, front disk breaks, power steering, rear air shocks, rare bench seat, new rear window, silver blue metallic, red interior, white top, spoked hubcaps. Needs some tender loving care. Susan Hale 415-383-2385 or lasysusan@aol.com.

1964 Falcon 170 c.i. six with 3 speed manual trans. Runs well, still in car. \$400 or trade for top load 4 speed to fit 289. Call Ben at 615-227-0836 or benhuffdaddy@comcast.net Nashville, TN.

1964 Falcon Sprint convertible. Needs total restoration. No engine or transmission. \$1500 OBO. Jim Keith, 479-621-9262. AR.



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Classified Ads (con't)

1965 Falcon Futura 4 door. Praire Bronze exterior, Palomino interior, 200 cubic inch 6 cylinder, Cruise-O-Matic transmission. Unrestored with 27,500 original miles, excellent condition. \$4500. Larry Johnson, 920-923-0508 or larrut@peoplepc.com. WI.



1965 Falcon Futura 4 door wagon. 200, 6 cylinder, 3 speed automatic. AM radio with FM convertor. Many new parts. White with black interior. Red customized door panels, red center accent stripe on exterior. Restored in 1999 to mostly original; spinner wire hubcaps, dual exhaust system. 65,600 original miles.

Runs, drives and looks great! Interior is sharp, needs nothing. \$5995. Francis Liebetith, 330-925-7111. OH.

1966 Falcon Deluxe Ranchero. Hi Performance V8 289 engine. C-4 automatic transmission-XP. Ming Green exterior, black interior. Needs paint. California car, second owner; first owner family. \$3900. Judy Lee, 408-929-9220 or mystarhorse@juno.com. San Jose, CA.

1966 Falcon Ranchero Model D. Black, red interior, bucket seats, console, padded dash, 4 speed, 289 V8. Restored and in original condition. There were only 1,242 1966 Model D made. \$7500. Call Bob at 203-235-1166. CT.

1966 Falcon Ranchero's (2) One standard; one deluxe, both 289-2v with 3 speed transmissions. Need restoration. Extra doors, fenders and hood. Many NOS parts. \$3000. Call Herb, 610-530-0646 or email herblbrown@prodigy.net. Fogelsville, PA.

Falcons Wanted

WANTED: 1965 convertible daily driver. V8, 4 speed, buckets. Mark Decker, 603-881-9201 or msdhusker@comcast.net. Nashua, NH

1968 Falcon, 2 door, 200 c.i. Good condition. Shirley Miller, 610-367-9117. PA.

Looking for a 1969 Falcon Futura station wagon or 1965 Futura station wagon. Something driveable that needs work. Also looking for a 1965 Futura 2 door. Michael Murphy, 112 E. Delavan, Buffalo, NY 14208 or mmm@bluemoon.net

Parts Wanted

1963 Falcon Delux 2 door wagon parts. They must be in excellent condition either NOS or used: front bumper, grill, h/l

—continued on page 12

FALCON RESTORATION PARTS



C4DZ-16740-A 1964-65 Falcon hood to cowl weather stripping. Fasteners pre-installed. \$14.50



C5AZ-17696-F 1964-66 Falcon outside rear view mirror. Fits LH or RH. Mounting pad & fasteners included. Made from Ford tooling. \$70.00ea



C2AZ-6222040-A 1960-64 Falcon door striker plate insert. Fits left or right doors. \$10.00ea



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Falcon National Convention Category Guidelines

STOCK CATEGORY

Falcons entered in this category have historically been thoroughly detailed while maintaining a high percentage of authenticity. Most common and accepted modifications in this category are custom or aftermarket wheels combined with radial performance type tires (rather than bias ply). The other noted and accepted modifications are "Sprint" or "Cobra" type air cleaners and valve covers. These two modifications are felt to be acceptable because perhaps the OEM, bias ply tires are not available in the correct sizes and radial tires add a definite safety factor in traction, handling and braking. The newer sized of radial tires also require a rim width that is wider than the stock Falcon wheel. This is the reason many owners choose to run the 14x6 Magnums. or 14x7 Magnums in combination with a 70 series radial tire.

The Sprint and Cobra engine accessories are recognized as "True" Ford parts and could be purchased "over the counter" from any Ford dealership. Details really stand out in this category. The engine compartment will more than likely clean enough to eat off in this vehicle, be it a 144/170/200 six or a 260/289/302 eight and will be detailed to the max. **No glaring modifications anywhere on this Falcon.** It just looks a little better than the original, the way it would if Ford had "hand-built" each one individually. You may see these Falcons on a trailer or driven on a nice day. Several cars of this quality may even be driven on long trips. All in all, these Falcons are built for "Show or Go." At local cars shows across the nation these cars are bringing back the memories of the car that started it all, and bringing home the "Gold" to boot. Classes covering all models of Falcons are available for these "Pristine," but not quite "Concours" vehicles.

DAILY/STREET DRIVEN CATEGORY

This category is perhaps the most important to the future of the FCA and the value of all Falcons. As the name implies, **this category is for those special Falcons that you see on the street every day!** These Falcons are driven at least three thousand miles per year, rain or shine. They are not "Parade Cars" or "Museum Pieces." They take Dad to work and Mom to the grocery. They are often the kids' first car, depended on for school every day. They have felt the pain of parking lots and careless drivers. They are the cars left outside to Make room for Mom's new Taurus; they are also the ones that will start when the new one refused to face the cold of winter. Definitely not a show car, but for sure a winner! You won't find a show-quality paint job on this Falcon, maybe a nice set of wheels like Magnums or even steel wheels and not quite show-quality hubcaps. The engine compartment may or may not be detailed. In all cases it will be as clean as one can keep it.

Remember this car is used as it was intended. Several modifications that improve dependability may even be evidenced on this "driver." Maybe an alternator where a generator once resided; one can easily understand wanting a dependable charging system! The beauty of the Falcons in this

category is not that they are perfect, but that they are well maintained, attractive vehicles willing to take their proud owners across town, to work, grocery shopping, or wherever they want to go. Classes are available in this category for these Falcons.

DIAMOND IN THE ROUGH

This category is for the Falcon that obviously needs work or is in the process of being restored. It may or not be driveable. It may be in primer or still have the old paint job. The interior may be tattered and torn or partially finished. The body work may not be completed. The engine needs work. Anyone looking at this Falcon can see it does not fit in any of the other categories but has potential.

MODIFIED CATEGORY

This category is wide open! You will find Customs, Sleds, Racers, Chopped Tops, Full Frames, Tubs, 4-Wheel Disc Brakes, Monster Tires and a host of other tempting modifications. Engines may be carbureted, fuel injected small block, or even a blown big block. In either case, you can bet it is well detailed and more than likely, "Bad to the Bone." No engine modification is considered extreme, although all entries must be **Ford Powered** (absolutely no Brand X).

Paint schemes will vary as much as engine choice. We're talking metallic, pastels, flames, graphics, murals or a super-smooth single color over rolled pans, filled seams and a sunken antenna. Interiors may be as stark as a race car or as plush as a new Continental or Town Car. In all cases, the interior will be fitted to suit the owner and fully functional for the application. "Modified" certainly describes this category of classes.

MASTERS CATEGORY

This category is for the "Purist." The Falcons entered here will really open your eyes and make the mouth water. Many of these cars are as correct as one can possibly make them, right down to the smallest detail. Nothing fancy, but exactly like the factory built it 40+ years ago. Correct interior, paint color, correct engine/transmission combination. Everything the factory data plate indicates is correct. It may have just received a ground-up restoration, or it could be a low mileage original.

Other Masters Category cars may be slightly modified from Ford's original specifications, but in all instances, the work is exceptionally superior. Craftsmanship and attention to detail are the hallmarks of the Masters Class.

Your car will be included in the Master's Category if it has won a Best of Show or other Top Award at a National Convention. While retiring gracefully from competition, these cars provide an excellent example of quality. The Masters Class is the inspiration for the next round of competitors, whose efforts further preserve the Falcon. These Falcons are the **"Best of the Best."**

Lonely Falcons and Fun Fords

continued from page 4

and all parts intact, but the upholstery was trashed and the tires were flat. The price on the window...\$750.

On the same lot we found a 1966 Ranchero. This also was decent but needed a lot of work. This one had a 289 V-8 and a factory automatic, but rust was taking its toll. The new tires and new wheels made it look sharp, but it was ill priced at nearly \$4000.

My favorite stop looked like a home for wayward Falcons. We stumbled onto the property in a small town called Hotchkiss, Colorado. I think the name of the place was Jacques Toy Box or something like that. I didn't pay attention because there were too many Falcons to look at. Again, no one was there to tell us about the goodies, so we just helped ourselves to the prowl. These Falcons were the truly lonely variety.

Apparently good cars and certainly restorable, they had debris, tires and car junk all around and on them. Most had all their parts but sitting on flat tires or otherwise disabled. A really nice 1965 Ranchero was being used as a dumpster. A nice Sprint was hanging droopy eyed in the corner of the property on flat tires; its once red paint job oxidizing in the Colorado sun. Down the driveway a piece, we found a nice 2 door 1964 station wagon. I wanted to take this baby home, even though I already have two other Falcons. This little wagon was a keeper and one of the most restorable on the property.

Vern and I walked down the driveway a bit more and noticed an old gentleman getting out of his truck a few

yards away. Sensing his friendliness, we greeted him and tried to pick his brain. He was a skinny old gray haired dude and wore coveralls with the name Jacques sewn on a front pocket. Jacques was a bit slow to tell us much about the cars since we were strangers and all, but he did finally start to open up a bit. "Yep," he said, "They're all fer sale. No I can't tell ya how much, that's up to ma son and he ain't here." Vern asked Jacques, "well about how much for little station wagon over there." "Cain't tell ya sir, that's up to ma son and he ain't here." Hmmm. This was starting to look more like a sight seeing stop for us, so I broke out the camera and

started clicking. Jacques was gracious enough to let us roam around while his little dog was in charge of security. We extended our hands

to thank him for allowing the intrusion and to say goodbye. Jacques grasped my hand firmly with his little ol' leather hand and said, "Wanna see my shop"? In unison, Vern and I said "Hell yeah!" Jacques opened the door to a four-car garage and shop. These beauties were his prized possessions; a 1934 or 1935 Ford pick-up truck; a 1955 or '56 Thunderbird with factory continental kit and power windows; and a 1929 Ford Model A pick-up. All in A-1 condition and ready for show. Jacques wallowed in the praise we gave him for his craftsman-

ship and attention to detail, and he even began to smile at one point. Before Jacques would let us leave, he took us to another garage, which had various restorations in





progress. On the far wall behind a couple of cars, Jacques pointed to a 1965 Pontiac Bonneville. "Go check it out," he said. "I'll let 'er go for \$6500." I had almost written the check, when I remembered that I'm supposed to be a Falcon lover. This Pontiac was a beauty. With 52,000 original miles on it and in original condition, this car was near flawless. What a nice car to look at.

We'll remember ol' Jacques and his wonderful collection of old cars. But I left with a particular fondness of all the lonely Falcons in his yard. It was like visiting the animal shelter and not being able to take home that favorite puppy.

Before the trip was over for us, we found one more Falcon in Grand Junction, of all places. It was in what appeared to be a salvage yard. This car was also pretty dang nice. A 2 door, 1965 coupe stuck behind a chain link fence. I took a couple of pictures of it, but as usual, could not find any one around to talk to about it.

This was a real fun trip for Vern and I, and along the way we learned a few things about life:

1. We're both sorry golfers.
2. We both snore too much.
3. We miss our wives.
4. Heads up folks, there are lonely Falcons all around us, ready to be picked up and taken to a Falcon-loving home.



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Power steering parts for 1964 Falcon convertible, 6 cylinder 200 engine. Need all parts and any installation instructions to install. Need price and estimate of ship costs. Roy L. Merwin 19437 N. Sombrero Cir., Sun City, Az 85373, 623-977-4370.

Parts For Sale

Dagenham, 6 cylinder, 4 speed setup. Complete, rebuilt and restored, \$750. Sorry, I lost info from prior inquiries. Call Anthony at 501-316-0442 or astone@shawmaterial.com. Benton, AR.

1964 parts: NOS lens w/ back-up \$65.; NOS Sprint emblem \$30; convertible top cyl., lines, pump \$125. 1965 parts: redone grille \$400; redone headlight doors \$60; grille, one small dent \$250; trunk moulding \$50; dash pad moulding \$30; 170-200 engines \$50; V8 bellhousing, flywheel, 3 speed, transmission, clutch, Z bar \$175; V8 spindles, drums \$100. 1966 Mustang PS pump & tie rods \$150. Call Bill at 610-262-6555. PA.

1962 Falcon 4 door parts. Body parts, transmission, motors, all kinds of parts. Perry Lee, 860-568-1829. E. Hartford, CT.

1964 5-Bolt C-4 bell housings \$175 each. 1963 2 door 2 quarter hdt side trim \$150. 1965 Ranchero H-Model twin quarter trim \$200. 1963-65 V-8 motor mounts sets \$60. 1968 Futura dash pad (blue) \$200. 1964 rear Futura panel \$50. 2-speed automatic rebuild kit with bands \$100. Jack Emmett, 253-531-0643. Tacoma, WA.

Rebuilt 1963 260 V8 \$550. 1962 Headlight Bezels good condition \$35., NOS 1967 Passenger side Headlight Bezel \$45., 1963/64 Sprint Horn Ring, good condition \$45., Mike Miller, 717-533-1958. Palmyra PA.

Parts from 1964 2 Dr. Hardtop: 4-speed shifter knob (white w/pattern in oval) \$7, New trunk mat \$20, Instrument cluster

plastic (for non-delux interior) \$10. Driver side lock assembly \$8, Window cranks \$6 each, Heater Core (2½" thick) \$20, quarter panel molding set \$50. Steve at 562-595-1876 or stevewt324@aol.com. Long Beach, CA.

1965 Falcon Ranchero Deluxe, 289 V8, C-4 auto with floor shift, Edelbrock 4bbl carburetor and manifold. New red paint, new black interior and dash trim. Air conditioning. Black fiberglass tonneau cover. Rallye GT wheels with new RWL BF Goodrich tires. \$13,500. Keith Johnson, 641-592-2166 or kbbk@wctatel.net. IA.

1965 Falcon V-8 complete front suspension set-up with Granada spindles and

disc brakes. Also has the negative wedge camber corrector kit. Lowers the car 1" in front. Other parts include a sway bar, urethane bushings, steering box, coil springs, shocks, steering linkage, control arms and struts. Excellent condition. \$600 plus shipping. Mike 901- 872-1999 or mbrown9325@aol.com. TN

1965 Falcon Grille in great shape. Needs polishing to be show quality \$500. Call Pete 508-347-7007 or cobramx1@yahoo.com. Sturbridge, MA

Fordomatic 2-speed rebuilding kits with gaskets, o'rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$130. Specify engine

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C2DZ-9275B

'64 - '65 Falcon, Ranchero, Sedan Delivery and 8 cylinder station wagon

C4DZ-9275A

'65 All except Ranchero and station wagon - Stainless Steel

C8ZZ-9275C

'66 - '70 station wagon - Stainless steel - NOTE: '68 - '70 is for use without low fuels warning.

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Kellogg's Garage Spring Motor Sale: Overstock on motors: 144, 170 (3), 200(3), 250, 260 (4), 289, 302, and 351C. Condition ranges from builders to rebuilt to running. We stock parts for 1960-66 Falcons & Rancheros, and 1964-5 Comets. Call or email with your needs.

Lenny Kellogg, 970-593-1964 or lenkellogg@juno.com. CO

1963 Falcon NOS: 6 cylinder exhaust manifold \$175; V8 arm and bushing \$175; gas cap driver quality \$30; Fender top ornaments driver quality, with no attaching parts \$85 pair; gas cap driver quality #40; 6 cyl. radiator standard shift \$125; temp cable \$30; Futura/Sprint door moulding \$100. ea; V8 arm and bushing. Many more. Frank G. Stewart, 440-282-6277. OH

Large 25 year collection of good used parts for 60 thru 69. Hoods, \$75 to \$1. doors, \$50 to \$75. Chrome moldings, \$5 to \$25. 68 Falcon Dash Pad in good condition, \$250. Many body and chassis parts too numerous to mention. Also parts for 64 Comet and 63 and 64 Fairlanes. Complete Fiberglass front ends for 60-61 Falcons, new \$600. For race cars. Held on with pins. Don Branson, 636-228-4501 or jbranson@mail.win.org. MO

New Chapter Forming

New Chapter forming if there is interest... Mid-Hudson Valley NY area including western CT, northern NJ, and more. E-mail falcons4ever@optonline.net or call Jim at 845-462-8336.

Miscellaneous For Sale

The Heart of Texas Chapter has National T-shirts left. Want one? \$12. and free shipping! Contact Frank Bell for sizes at 817-480-2365 or fandybell@hotmail.com.

Dave's Fabulous Falcons is downsizing. We are having a auction sale at our present location (1793 Shouldice Rd., R.R. 4, Cambridge, Ontario, Canada N1R 5S5) on May 22, 2004. Sale starts at 10 AM. We are offering the following cars for restoration in partially restored condition: 1966 Falcon Ranchero; 1964 Falcon Hardtop; 1969 Falcon; plus various 1963-68 Fairlanes and Comets. Cars in inventory include: 1960 Frontenac; 1961 Falcon 4 dr; 1967 Falcon 2 dr Sports Coupe. PARTS: Assortment of body panels all makes 50's & 60's; assortment of rocker panels all makes 50's & 60's; V8 Ford engines 302, 289, 260 complete; some 6 cylinder Ford engines; 8 cylinder blocks. Ford body panels, fenders, trunk lids, and hoods. Also selling collection of NASCAR 1:24 & 1:18 & 1:64 scale die cast, approx. 150 pieces.

Contact Dave Campbell at 519-740-0538 after 6 PM.

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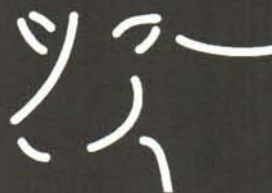
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NOTE: This list is compiled and maintained by Chapter Coordinator Mary Wagner. Please direct any corrections or additions to her at the address on page 2.

Calendar of Events

JUNE 4-6, 2004

Carlisle All Ford Nationals, Carlisle, PA. Every entrant receives several Raffle tickets. This year, they are raffling off a White 1965½ Mustang V8 Coupe on Sunday afternoon. Lots of vendors. Info: 703-799-0795.

JUNE 18-19, 2004

14th Annual Pacific Regional Meet, sponsored by the Sonoma County Chapter, Falcon Club of America. Marriott Hotel, 2600 Bishop Drive, San Ramon, CA. 8:00 AM to 4:00 PM. Exhibitor Fee: \$20 prior to June 1, 2004, \$30 after June 1. Ray 707-546-8082 or rayvj@pacbell.net www.westcoastfalcons.com. Open to 1960-1966 Rancheros, Falcon Vans, and 1960-1970½ Ford Falcons. Use registration form on jacket of this issue.

JULY 15-17, 2004

25th Annual Falcon National Convention, "Silver Salute." Doubletree Hotel, Overland Park, Kansas. Exhibitor Fee: \$20 prior to June 1, 2004, \$30 after June 1. Use registration form in this issue or visit midamericaFalcons.com for more information. Register online for hotel! Information: Phil, 913-894-5090 or www.midamericaFalcons.com.

AUGUST 27-28, 2004

9th Northeast Regional Falcon Meet in Sturbridge, Massachusetts. Call Ray at 401-934-2105 or email raysfalcon@cox.net. Use the application in this issue or on the web at www.northeastfalconchapter.com.

SEPTEMBER 10-11, 2004

Keystone Chapter Regional Falcon Meet at the Midway Comfort Inn & Diner in Bethel, PA. More info and registration forms soon.

SEPTEMBER 12, 2004

8th Annual Fun Ford Sunday, Solano County Fairgrounds, Concord, CA. Sponsored by Nor-Cal Ford Club Council. Exhibitor Fee: \$20 in advance, \$30 at the gate. Information: PO Box 6682, Concord, CA 94524-1682. www.funfordsunday.com. Phone: 510-782-8074. This is an interclub event open to all Ford, Lincolns, and Mercurys. Benefits the Susan G. Komen breast cancer awareness foundation and other charities. It is expected that about 500 cars will be shown. This year will celebrate 65 years of Mercury, 50 years of F-100, 45 years of Galaxie, 40 years of Mustang, and 20 years of SVO.

SEPTEMBER 12, 2004

32nd Annual Ty-Rod's Old Timer's Reunion. NEW LOCATION: Prowse Farm at the foot of the Blue Hills Reservation, Canton, MA. www.prowsefarm.org. Take Route 93 South to exit 2B. Parking \$5. Admission \$10, children under 12 free. 9 AM to early evening. Over 1500 cars expected, Pre-1973 Hot Rods and Customs only. Info: 508-393-4446, or tyrods_oldtimers@lycos.com.

OCTOBER 1-2, 2004

Carolinas Chapter 6th Regional Meet & All Ford Show at the Hilton Charlotte Executive Park, Charlotte, NC. Reservations: 704-527-8000. Room \$75 or suite \$99. Must mention Falcon Club for these rates. Registration forms available soon.

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Jack & Doreen Ward's Low Mileage Original

In April of 1963, Jack Ward and his wife's uncle, Ken Weller, took a trip to Ed's Garage in Colchester, CT, in search of a new car. The beauty on the showroom floor was the one they fell in love with. The car was a white 1963½ special ordered Falcon Futura 2 door sedan,

equipped with red bench seats in cloth and vinyl, red carpeting, Thunderbird roofline, and an automatic transmission with a 260 V8 engine. The interior headliner was made of vinyl in a perforated design. Set inside the dashboard was an AM radio that sold for \$58.97. Ken could not see spending the money on the radio, seeing that the antenna had never been installed. He had the radio removed. The price of the car was \$2356.98.

Two years later in October 1965, with 4,500 original miles, Ken decided he should not drive any longer and had his niece drive the car to the basement, where it sat in a heated garage until 1987. When Ken passed away, his widow signed that car over to their niece, Doreen Ward, and her husband Jack.

After taking ownership, Jack went to work. He cleaned the gas tank out, replaced the radiator, put Marvel Mystery oil into the crankcase and turned the motor by hand. The next year, Jack used a new battery to turn the motor. In the spring of 1999, they decided to get the Falcon on the road and become active in the Falcon Club, which they had been members of since the

1980's. They began cleaning, tuning, repairing, polishing, and shining.

The Falcon has the original: chrome bumpers and hub-caps, headlights, glass, plugs, water and fuel pumps, and undercoating. The wires, filters, battery, hoses and battery cables have been replaced with NOS parts. This rare '63½ Falcon also bears the original

Corinthian white paint and two fabric interior, window sticker, bill of sale, financial paperwork, factory markings, trunk mat, owner's manual, receipts, buyer's owner

title, and hanging tag with instructions to operate pulls.

From the first show in 1999, with 4,500 miles, the Falcon had only jumped to 6,500 miles in 2003. They drove to the first show on the original tires—the 1999 Northeast Chapter's 6th Show was the first time the Falcon had seen the road in 34 years. Rayon tires flat-spotted causing a bumpy ride. The

tires were replaced with radials for safety reasons.

The Falcon has been trailered to Stowe, VT, where it received 1st place in the "Original/Unrestored" category. The car has also been driven to a show in New York and several in Connecticut. Their shelves at home are lined with trophies.

Jack and Doreen enjoy showing their Falcon to folks who appreciate the original condition and the low mileage. They participate in several parades every year.

The Falcon is still parked in the same heated garage in Rockville, Connecticut that it came home to in 1963.

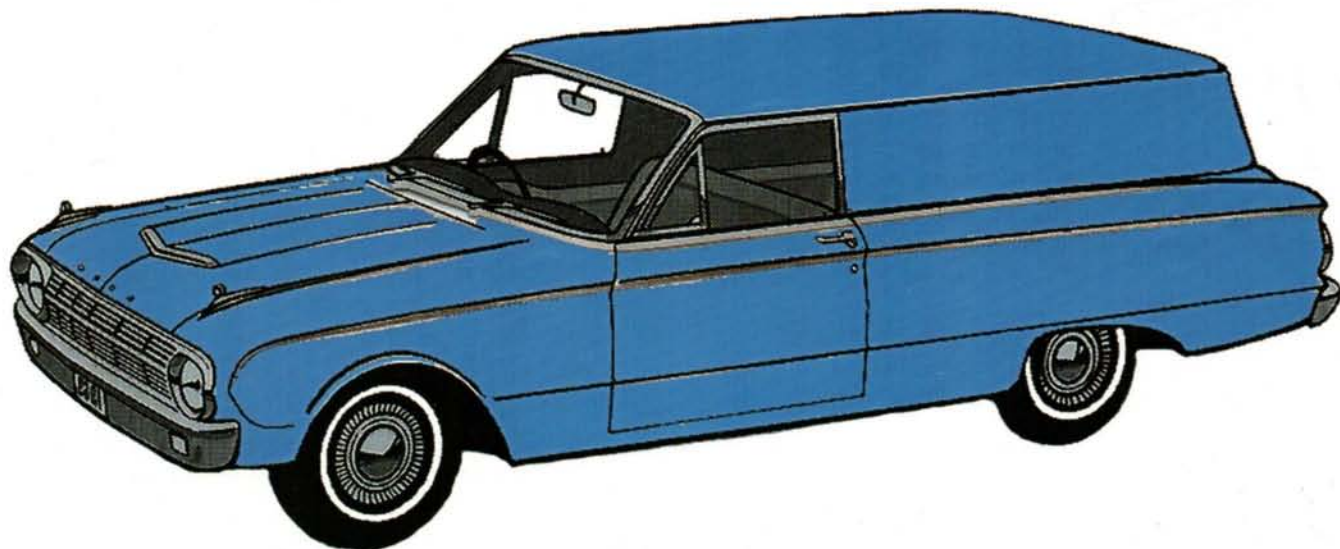




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1960 & 1961 Falcons Similarities, Improvements, and Differences

The 1960 and 1961 Falcons share basic body design and all sheet metal, bumpers, doors, trunk lid, fenders, and hood are interchangeable. Of special note: The Sedan Delivery was not introduced until the 1961 model year. Also—it was late in the 1961 model year (March 22, 1961) that the Futura (bucket seat & console) model was introduced. All glass, taillights, instruments, and wiring are the same. The basic body and trim differences are outlined below:

FRONT VIEW

1960—Grille design is in a concave design with the parking lights mounted horizontally within the grille recess.

1961—Grille design is a convex design with the parking lights mounted vertically.

Note: The difference in these grille shapes are the likely result of different mounting posts on the headlight buckets for the grille. Also the headlight doors are unique to each year.

REAR VIEW

For 1961 the block letters F-A-L-C-O-N across the back replaced the falcon script of 1960 which was located—centered on the right side of the panel beneath the trunk lid—with the exception of the Wagons and the Sedan Delivery. They retained the script.

SIDE VIEWS

1960—It had only Falcon Script on the front fenders. For 1961, more exterior chrome was offered with the Deluxe trim kit, consisting of two rows of trim encircling the sculpted indent along the sides. This trim followed these edges around the taillights and converged at the front fenders emphasizing the forward thrusting front fender “eyebrows”.

1961—Also added the “Speedy Bird” on the front fenders directly in front of the Falcon script. All 1961 models have this bird except for the Sedan Delivery and Ranchero.

Hubcaps and wheel covers were the same design for both years, with a minor difference. The 1960 “bottle caps” had the FORD letters filled with black paint—the 1961 models were white. The same treatment was used on the wheel disks. Four segments encircled the disks

with 18 small “hash marks” in each segment. On 1960’s these marks were black; on 1961’s, white.

1961 Futura: Side trim was unique in that it deleted the side trim of the 1961 Deluxe and added the teardrop shaped ornaments on the rear quarter panels. The Futura also got characteristic wheel covers with

ventholes (16 of them) all around the perimeter, deluxe trim taillight rings, and bright metal trim

around door and side window frames, windshield, rear window, and drip rails, sound deadening material glued to the underside of the hood, and the Futura had a narrow band whitewall tire option not available on other Falcon models.

The 1961 Futura Interior featured all vinyl bucket seats with a console between and an all vinyl rear seat with a Falcon symbol imprint on the back seat. Aluminum kickplates, headliner, deluxe arm rests, and door inserts with mylar panels were designed especially for the Futura.

THINGS MECHANICAL

1960—Just one engine choice, the 144 c.i. with 85 Horsepower

1961—the 170 c.i. “Special Six” offered as an option. It had 101 HP. The 144 was the standard engine.

Unique to the 1960 engine; the air cleaner was of an “open style” with no snorkel.

1961—Air Cleaner had a snorkel

1960—Holley Carb had a glass float bowl cover on the earlier production cars. These are quite scarce now.

1960—Axle ratios unique as follows: Code #1=3.56, Code #2=3.89 The 3.56 is standard for the Ranchero. One source claims the 3.10 was standard on sedans. Other source claims the 60 only had Code 1&2 as choices.

1961—Axle choices were: Code #1=3.56, Code #1=3.56, Code #1=3.56, and Code J=3.50

The 1960 & 1961—Both offered two transmission choices: the 3-speed (2.77) manual transmission or the



NOTE: Publication of Tech Tips does not indicate endorsement or recommendation of any procedures mentioned, by either the Editor, or the FCA.

Tech Tips

by Phil Barber, 1961 Tech Advisor

2-speed Fordomatic (on the 1960 it was air-cooled).

For 1961—The 170 engine with Fordomatic transmission was water-cooled. The 144 was still air-cooled

1961—A dealer installed automatic choke became available for either engine choice.

1961—The 170 engine had the following changes: longer stroke crankshaft with different rods and pistons. The 170 head had longer intake ports and valve heads with larger fuel passages. Also- it had larger intake valves, main bearings, water pump pulley, water pump impeller with a 15 inch fan. It also got a new distributor. The 170 also had a new and improved carburetor. And-it took a larger muffler and heavier rear axle and larger ring gear. The manual transmission used with the 170 had coarse pitch gears and the automatic had a modified torque converter.

1961—Other minor changes and or upgrades to the 1961 Falcon include:

- Heavier gauge metal used in the door frames.
- Vent window molding was revised.
- Rear springs 10% softer for a better ride.
- Metal bushings in upper front suspension arms were threaded and pre-lubricated.
- Front stabilizer bar reduced in diameter (author note—is this progress?)
- The 170 only weighed 7 pounds more than a 144
- A die-cast aluminum engine front cover replaced the stamped steel cover.
- The bellcrank on the carburetor linkage was relocated
- The vacuum wiper take off tube was relocated from the intake manifold to the carburetor.
- The oil pan for 1961 has vertical ribs on the sides
- A pushbutton radio was offered in 1961 (on a 1960 you had to turn the dial!)
- Air conditioning called "Polaraire" was offered as a dealer installed option.
- Electric windshield wipers were offered as an option.

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SILVER SALUTE

Time to Make Your Plans to Attend 25th National Convention

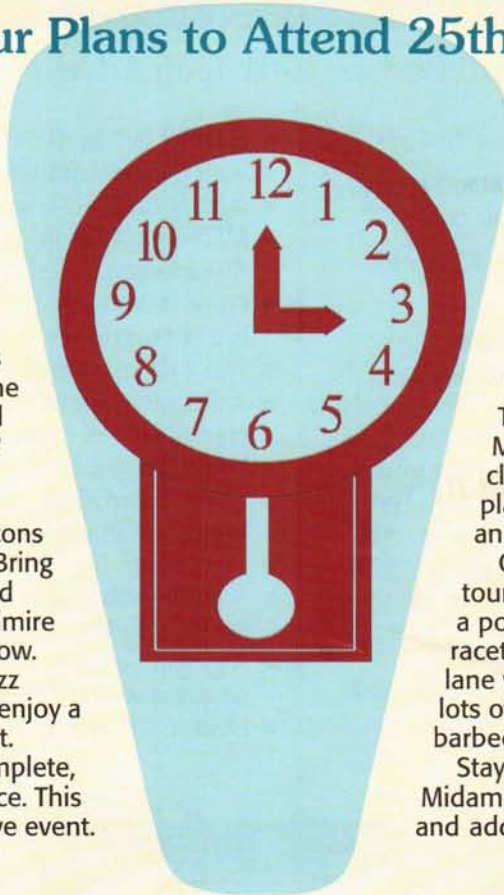
Time is coming right up for the Silver Salute, the 25th National Falcon Convention.

The Mid America Chapter is working hard to plan lots of fun activities and surprises for our fellow members and guests. Join us at the Doubletree Hotel in Overland Park, Kansas on July 15-17, 2004. Reserve your rooms early, the hotel is filling up fast. The room comes with free continental breakfast, so watcha' waitin' for?

A trip to the drive-in movie is planned for Thursday evening. Admission will be 1/2 price for Falcons and it's always a double feature. Bring your chairs, drinks and snacks and enjoy a movie while local folks admire our Falcons! It's like a mini car show.

Friday evening a Kansas City Jazz Quartet will entertain us after we enjoy a barbecue dinner in the parking lot.

Saturday, after the voting is complete, the valve cover races will take place. This has grown to be a very competitive event.



Jerry Young, Parking Lot Captain, will have all materials/wheels for the "cars" ready for assembly at the show. Materials will be made for both V8 & 6 cylinder valve covers. Entrants can bring their own valve cover but the rest of the "car" will be assembled at the show with materials provided—tools will be available. Dale Holland (you remember him from Nashville) will bring a new track and will run the races. Thanks, Dale! There will be 4 classes: Men, Women, Youth and Chapter. Each class will have trophies for 1st, 2nd, & 3rd places. The four 1st places will compete for an "Overall Winner."

Chapter members are also working on a tour of the local Harley Davidson plant and a possible trip around the Kansas Speedway racetrack. There will be a trip down memory lane with photos from previous conventions, lots of shopping for the girls, along with barbecue eating, garden tours and more!

Stay tuned to the chapter website at Midamericafalcons.com for updates, changes and additions.



Wilma can show you how to keep cool in KC.



The valve cover races are a popular event, but those Southern "bubbab" are hard to beat.



Don't miss the trip to a real drive-in movie on Thursday evening. Our Falcons will be as popular as the movie at this event.



Rick "Speedy" Dilks rounds the track at the Kansas Speedway. We're still working on getting our laps in.



Les is using his political connections to try to make the Speedway a reality. Go Les!